

BASSETLAW LOCAL PLAN EXAMINATION

SUPPLEMENTARY STATEMENT OF NOTTINGHAMSHIRE COUNTY COUNCIL

This forms Nottinghamshire County Councils summary response to the additional documents submitted and outstanding issue in respect of the transport evidence supporting the Local Plan. Copies of the detailed responses appended to this paper were sent to the District Council and were subsequently discussed with them, prior to the following summary statements being prepared.

BASSETLAW TRANSPORT STUDY ADDENDUM – APLEYHEAD DEVELOPMENT SITE AND A57 LINKS

The County Council has now had opportunity to examine the document which was submitted to the examination at the beginning of the hearings.

The document provides a revised traffic assessment of a specific development being proposed by promoters of site SEM001 (Apleyhead) for logistics (B8) and general industrial use (B2) which incorporates reduced levels of floorspace as compared to the assumptions tested by the original Bassetlaw Transport Study

The County Council is satisfied that the trip rates included within the document are appropriate and therefore can agree with the general outcomes of the Addendum regarding the impacts on A57 link capacity assuming reduced floorspace is developed.

The assumptions applied in the original BTS in terms of floorspace were understood to be general and intentionally robust to cover potential development outcomes for SEM001 and the County Council accepted this position. It is understood that the new proposals in terms of gross floorspace reflect more accurately what is deliverable.

The County Council would strongly recommend that amendments to policy 9/ SEM001 are made to stipulate a maximum level of gross floorspace at Apleyhead equivalent to that now being assessed in the BTS Addendum.

The proposed split between B2 and B8 uses is noted. Assuming the gross level of floorspace is set out in the policy, then a development of Class B8 uses alone may result in lower impacts.

It is noted that the BTS Addendum only includes junction capacity assessments on links previously identified as stressed and the Addendum does not examine the impacts of the amended floorspace on other junctions along the A57 corridor through Worksop. It is agreed that until further evidence indicates otherwise, these junctions should remain within the IDP related to development of Apleyhead as they may still require improvements in association with the impacts of other development in the Worksop area.

Policy 9 SEM001 (h) should ensure delivery of sustainable transport measures to materially improve the level of sustainable travel which already occurs (2.2.5) and also to achieve a 5% reduction in car trips (3.1.6)

The full response of the County Council to the Addendum is attached to this statement as Appendix A.

RETFORD TRANSPORT ASSESSMENT ADDENDUM NOTE (19 DEC)

The County Council has now had opportunity to examine the document which was submitted to it prior to Christmas and added to the examination library on January 10th.

We understand that the purpose of this Addendum was to explore some of the assumptions made within the RTA to see what the result would be if these assumptions were removed - ie a sensitivity test.

This has not changed our position.

The County Council does not accept the removal of Covid uplift factors applied to base flow (test 1) It will accept removal of TEMPro growth factors to minimise the amount of double counting (test 2). It is accepted that theoretical removal of the Trinity Farm allocation would improve predicted traffic conditions (Test 4) but this is not an actual proposition from the Council. We cannot accept a reduction of 5% of trips on all committed developments/ local plan allocations (Test 5) This is overly optimistic and the prospects for each site would need to be considered on a case-by-case basis.

The County Council has provided comments relating to the proposed junction mitigation measures at J6 (A620 / B6420 / Straight Mile / Sutton Lane), J7 (A620 Babworth Road / Ordsall Road), and J14 (A638 London Road / Whitehouses Road). The difficulty of securing these junction improvements is recognised.

Whilst the submission of these sensitivity tests is of interest, the Highway Authority expects a Local Plan Transport Assessment to deal with worst case assumptions where there is uncertainty relating to the final form of development or effectiveness of traffic demand management measures and the likelihood of modal shift from single occupancy vehicle trips.

Although the Local Plan process is now at a late stage, it still has not been satisfactorily demonstrated that the mitigations proposed in the Retford Transport Assessment in respect of proposed development allocations in Retford can be effectively delivered. The only solution which the County Council can see to resolve this issue is for the District Council to reduce or remove development allocations within the Local Plan.

A full response of the County Council to the Addendum Note is attached to this statement as Appendix B

WORKSOP CENTRAL AREA TA AND PEAKS HILL FARM

CANNON CROSSROADS

The County Council asked the District Councils transport consultants to examine the working of the A60 / B6041 Cannon junction in Worksop in light of the current proposal for junction improvements (provision of a roundabout) and the fact that it sits between the Central Area and the Peaks Hill development allocations.

The current roundabout proposal almost completely addresses the severe congestion at this location caused by committed development, developer funding has been secured, and it is safeguarded on the NCC schemes list.

The traffic impact of Local Plan development (principally Peaks Hill Farm) would reintroduce impacts at this junction. It is agreed that this would result in further journey re-assignment. There is disagreement between the District Council's consultants and the County Council highway and transport officers as to whether the residual impacts are severe.

The County Council does not therefore consider that all appropriate mitigations have presently been identified to ensure delivery of Peaks Hill Farm.

It would recommend that this junction therefore be specifically referenced in Policy 16 site HS1 point vii, as a junction requiring further assessment within the transport assessment required to support a planning application for development of Peaks Hill Farm. This will enable the highway authority to consider this matter further alongside the sustainable transport proposals submitted by the applicant including new pedestrian and cycle links to the south as required by point iii of Policy 1.

A full response of the County Council to the Cannon Crossroads issue is attached to this statement as Appendix C.